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Royal Caribbean International

PRINTED BY

PunaMusta Oy

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ONCE UPON A TIME THERE WAS A COUNTRY...

If you have total belief on the quality and knowledge base of the political decision-makers who are making decisions that influence industries, I have to issue a warning here. If that is, indeed, the case, I recommend that you stop reading any further.

But if you are somewhat skeptical of politicians and you do not believe that cruise shipping is a sunset business, please read this editorial. You may find interesting information.

Once upon a time there was a country with a specialty industrial area to build the best large cruise ships in the world. In this country there was know-how to build excellent ships and also the shipyards and a cluster of companies, which could realise big projects right on time.

The government of the country was not interested in shipbuilding and the leading political decision-makers were more interested in the economic problems of the European Union than the needs of the marine industry in their own country.

The needs of the Southern European banks were several billion euros. The other EU states asked and got money from this country. The country's own modest shipbuilding industry asked their government for a 50 million euro loan to help finance a large cruise ship project. They never got the money. The government said that the rules of the European Union did not permit such support. The vessel order was lost to another EU country.

The specialists of the government noted that there was not very much money in the shipyard's pockets and the company was very poor. They did not understand the nature of the business: every project was economically independent, money came and money went to the workers and subcontractors of the yard and of course the owner company took its share. About 20 000 people per year got work and money from the project.

The customer is a good one. A big American company which had ordered already several cruise vessels from the country. The company is rich and their payment behaviour towards the yard had always been solid. This information was not enough for the government. The sector minister said that to give a loan to a marine ship project was the same as to give money to the country's other sunset business, the forest industry. Talking about these cases together is like comparing day and night, as everybody in the cruise business knows.

Finland is known as a dependable builder of large cruise vessels. We have an excellent marine cluster and long history as a high-level shipbuilder in the cruise ship industry.

Governments come and go, but the Finnish marine industry stays and continues its excellent work.

We will come back one day as a builder of large cruise vessels. In spite of this government, there is a strong will to go on building these ships. We are also proud of our know-how.

RISTO VALKEAPÄÄ
EDITOR-IN-CHIEF



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Contents

02 Editorial

06 M/S Viking Grace – A luxurious LNG ship

Running on liquefied natural gas (LNG), Viking Line's new cruise ship – M/S 'Viking Grace' – is considered to be the most environmentally friendly cruise ferry ever built. The hydrodynamic hull decreases fuel consumption and minimises wave formation, thereby protecting the vulnerable archipelago areas of the Baltic Sea.

16 A Ship Divided

A story wrought with drama and turmoil unwrapped in recent months as Royal Caribbean International abandoned its traditional ally in the making of the world's greatest cruise vessels – STX Turku – for STX St. Nazaire. The French beat the Finns, while the Korean owner didn't seem too interested about which shipyard lands the deal – as long as Oasis III will be STX-made, like the first two.



06

16





26 LNG Powered, Carrying LNG

Meyer Werft delivered eco-friendly tanker Coral Energy to Anthony Veder 2012. Coral Energy will transport LNG, while being powered by LNG herself. In fact, the 15,600 cbm LNG tanker is the first of its kind using LNG as a fuel. In addition, the ship has a dual-fuel engine that is directly driving the propeller, increasing the fuel efficiency of the vessel and making her one of the cleanest vessels available today.

30 Finnish shipyards look to the future

The shipbuilding industry is in some degree of trouble in most European countries. Tenders for new ships have become

increasingly rare worldwide. Shipyards face hard times all over. Even so, the overall situation of Finland's shipyards may not be so bleak after all. Finnish shipbuilders and their subcontractors possess specialised know-how and have remarkable potential for maritime export projects.

36 New on Board

45 Company Directory

30





M/S 'VIKING GRACE'
– A LUXURIOUS LNG SHIP



LNG

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LNG PUITAMPA
ENERGIAA

228
1972

WPY 165

CRYO AB



Running on liquefied natural gas (LNG), Viking Line's new cruise ship – M/S 'Viking Grace' – is considered to be the most environmentally friendly cruise ferry ever built.

The hydrodynamic hull decreases fuel consumption and minimises wave formation, thereby protecting the vulnerable archipelago areas of the Baltic Sea. The ship raised anchor for its maiden voyage from Turku to Stockholm on 13 January, 2013, and started regular service on 15 January.

In September 2011, STX Finland Oy's Turku shipyard started the production of a new-generation cruise ferry to be built for Viking Line.

Even before this, it was known that M/S 'Viking Grace' would be 214 metres in length and carry approximately 2 800 passengers plus a 200-member crew. The ship would be equipped with two separate engine rooms – as a safety feature – and the number of cabins would be 880.

ALL EMISSIONS MINIMISED

For STX Finland's Turku shipyard, building the ship took approximately 2 600 man-years of labour. While the shipyard already

had extensive experience of building large cruise ships, this one was the very first to utilise LNG fuel.

Within the Baltic Sea region, the forthcoming International Maritime Organisation (IMO) regulations will be very strict. The use of LNG fuel provides major environmental advantages: by utilising natural gas, the hazardous emissions will decrease to a minimum. For Viking Line's new ship, all pollution into the sea was eliminated, as were practically all SOx emissions into the air.

Also, maritime safety of the new cruise ferry was designed in accordance with the latest international regulations. For instance, the Safe Return to

Port specifications has been taken into account.

The ship is powered by four dual-fuel Wärtsilä 8L50DF main engines yielding 30 400 kW of engine power. The motor cooling water is utilised for heating domestic water and for producing clean water from sea-water.

Because of a new noise-reduction technique, the ship is very quiet while on the sea and in the harbour. The glass in the ship's windows has a high insulation capacity.

FUEL TERMINAL IS STILL ON THE DRAWING BOARD

The number of LNG fuelled ships around





the world and around the Baltic Sea region is gradually increasing. For the most part, LNG fuel for ships is obtained from Qatar, Nigeria and Algiers. It is being transported by large LNG tanker ships.

One – perhaps minor – problem for LNG fuelled environmentally friendly vessels is that up to now, the decision to construct a new LNG fuel terminal on the south-western coast of Finland has not yet been made.

The delay has been caused by the fact that the European Union has not yet publicised its funding scheme for the LNG terminal project. EU's decision will eventually determine where the fuel terminal will eventually be built. In the preliminary designs, Pansio in Turku has been designated as a probable site for the terminal.

Then again, Sweden already has a coastal LNG fuel terminal, in Nynäshamn. From there, the LNG fuel is transported by trucks to the Port of Stockholm where M/S 'Viking Grace' will routinely receive its replenishment of fuel from now on.





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3.1 3.2 4.1 5.1

In the event of supply problems, the ship is capable of operating for two to three days without refueling. Furthermore, the ship's engines are able to utilise MGO gas oil as a substitute fuel.

NEW KNOW-HOW FOR SHIPBUILDERS

The float-out of M/S 'Viking Grace' was performed at Turku shipyard on 10 August, 2012. On 24 October, Viking Line started selling tickets for the ship's maiden voyage.

Those who acquired tickets were treated to a cruise in the cabin category of their choice, meals, drinks, and a special

programme by performing top artists. Prior to the cruise, the would-be passengers had the opportunity to participate in the christening ceremony of the ship.

STX Finland's Turku shipyard handed over to ship to its new owner Viking Line on 10 January, 2013. The price of the ship totaled 240 million euros.

"We are certain that the ship will enjoy huge success while operating the line between Turku and Stockholm. The building process of the vessel has provided us with valuable know-how on the subject of implementing the technology of LNG fuelled ships – a technology that is still in

its developing stages – into practice," said Mr. Jari Anttila, Director of STX Finland's Turku shipyard.

RESTAURANTS FOR VARIOUS TASTES

The environment has been taken into consideration also in the ship's restaurants and in the kitchen. Due to the GEM control system, the energy consumption level in the kitchen is approximately 20 percent lower compared to an ordinary energy system.

This does not prevent the many restaurants on board the ship from serving rich, versatile, modern and locally pro-



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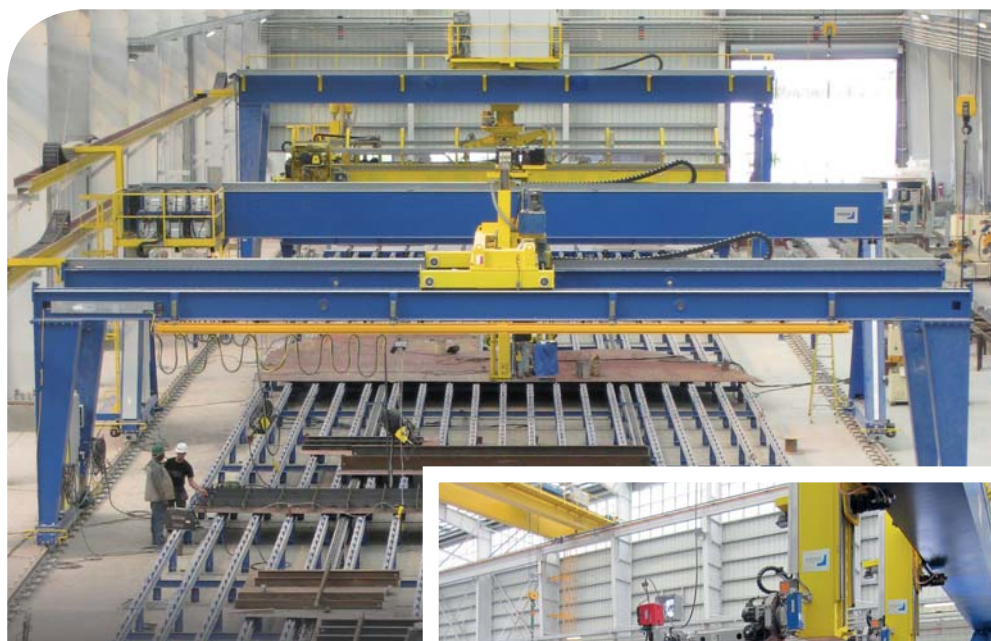
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duced food. There are as many as eight different restaurant concepts on board.

For instance, the classic kitchen Oscar with a Scandinavian twist serves special breakfast, lunch, dinner, group menus and suppers.

The champagne and wine bar Seamore, next to restaurant Oscar, serves aperitifs before an à-la-carte dinner. Adjacent to Seamore is also the Take-away wine shop, featuring high-quality wines.

FOR BUSINESS AND PLEASURE

M/S 'Viking Grace' has a high technical level in the entertainment and business departments. For instance, the sound and light systems utilise modern technologies.

It has been said that the ship's night club has the largest-sized LED covered wall in Northern Europe.

The rest of the interior design of the vessel also follows a modern line. The public spaces were designed by dSign Vertti Kivi & Co, an award-winning interior design office. Large windows offer a clear view of the archipelago, a unique area designated for environmental protection.

There are close to 150 digital screens on board and interactive IPTV television screens in each cabin, guaranteeing that the passengers will always receive the latest information.

The ship's auditorium has seats for approximately 220 people.

M/S 'Viking Grace' also offers stylish conference rooms for large and small groups. There are also several multi-purpose conference rooms of various sizes on the conference deck. These premises are equipped with design furniture and modern technology, including a wireless network, LCD screens, and ceiling speakers.

The auditorium's basic accessories include a wireless microphone, video camera, screen, and a PC projector. Flexibility and transformability were emphasised in the design process. The conference area will accommodate some 500 people.

M/S 'Viking Grace' has a spa area on the top deck of the ship. It is equipped with two large-sized jacuzzis having an open view of the Finnish archipelago. ■

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A Ship Divided

CRUISE LINES THRIVE EVEN IN
RECESSION – BUT SHIPYARDS ARE
IN DANGER OF GOING UNDER

*The return of the leviathan
first caused joy, then sorrow
and anxiety.*







A story wrought with drama and turmoil unwrapped in recent months as Royal Caribbean International abandoned its traditional ally in the making of the world's greatest cruise vessels – STX Turku – for STX St. Nazaire. The French beat the Finns, while the Korean owner didn't seem too interested about which shipyard lands the deal – as long as Oasis III will be STX-made, like the first two.

It was announced on 27 December 2012 that Royal Caribbean Cruises had entered into contract with STX France to construct a third Oasis-class vessel for delivery in mid-2016. This order is consistent with the plan – announced by the company already in October – to build a sister-ship to the very successful Oasis of the Seas and Allure of the Seas. At the time, there was celebration at the Turku shipyard, since no one could fathom a situation where the making of a hit series would be discontinued and taken elsewhere – a feat unprecedented in the industry.

The move was a puzzling one, especially as Richard D. Fain, chairman and chief executive officer of Royal Caribbean Cruises Ltd, went on to praise the Turku-built Oasis ships while ordering a third one. The Oasis of the Seas and Allure of the Seas have “fundamentally transformed” the cruise experience for the guests of the ships, Fain said, adding that the duo has “consistently generated outstanding guest satisfaction ratings” and continues to “produce superior financial results”.

WHAT PRICE OASIS?

“We are thrilled to be adding a sister to this extraordinary class of vessels at a compelling price,” Fain said, while the mention of the price being right must have been a jab directed at the old partners in Turku. Fain didn't acknowledge Turku at all, simply stating that “being back building in France just adds to the pleasure.”

Laurent Castaing, chief executive of-

ficer of STX France, echoed Fain's comments by adding that STX France is proud to partner with Royal Caribbean again and continue the decades-long relationship by building the third Oasis-class ship.

The newbuild contract includes the transfer of Pullmantur's Atlantic Star as part of the consideration. Additionally, the contract is subject to satisfaction of financing and other conditions. STX France has also provided the company with a one-year option for the mid-year 2018 delivery of a fourth Oasis-class vessel at similar pricing – so the French may have a shot at launching a double order of Oasis, to match the achievement of the Turku yard.

Oasis of the Seas and Allure of the Seas are no strangers to anyone involved in the maritime industry. Tooted as the largest and most revolutionary cruise ships in the world, they span 16 decks, encompass 225,282 gross registered tons, carrying 5 400 guests at double occupancy, and feature 2 700 staterooms. The ships





sail weekly from their home port of Port Everglades in Fort Lauderdale, Florida.

DYNAMIC DUO

Oasis of the Seas and Allure of the Seas debuted in November 2009 and November 2010, respectively, introducing a range of unique industry “firsts” and engineering marvels including the neighborhood concept – seven themed areas providing guests with the opportunity to seek out relevant experiences based on their personal style, preference or mood.

Within these neighborhoods – Central Park, Boardwalk, the Royal Promenade, Pool and Sports Zone, Vitality at Sea Spa and Fitness Center, Entertainment Place and Youth Zone – are extraordinary elements such as the first-ever park at sea, an aquatic amphitheater, and, for the most demanding clientele, 28 multi-level urban-style loft suites boasting floor-to-ceiling windows.

Still, the thirst of the American cruise-goers is insatiable when it comes to new entertainment, so RCCL is sure to pack something extra into the third Oasis. Adam Goldstein, president and chief executive officer of Royal Caribbean International, already hinted at this as he said that the company is eager to add a third Oasis-class ship to the brand portfolio:

“This addition will allow us to showcase our legacy of innovation and imagination to even more guests around the world,” said Goldstein.

GHOST OF COSTA CONCORDIA

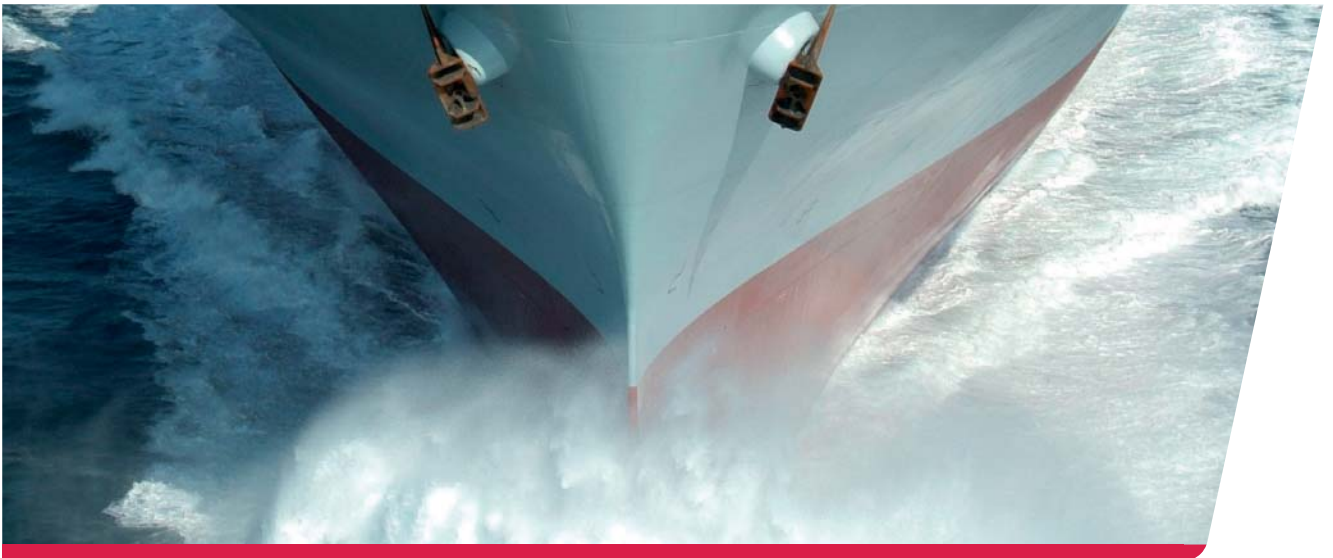
However, while RCCL has a hot product in its hands that has proven quite resistant to the troubled economy, not all is smooth sailing in the cruise business. Recently, Simon Johnson, the chairman of the Passenger Shipping Association, assessed that the sector is likely to continue facing tough challenges in 2013. Johnson point-

ed out that sulphur regulations will enter into force in 2015, making it more difficult for business.

Johnson also mentioned the Costa Concordia tragedy of January 2012 and how it has changed the industry – the backlash from the tragedy continues to be felt for some time to come.

On the other hand, when Travel Market Report asked cruise industry executives for their take on the year 2013, they were rather positive and ready to go on the offensive again. The consensus seemed to be that if the cruise business doesn’t have a banner year in 2013, it may have only itself to blame. In fact, cruise executives see excessive discounting as a bigger hazard in 2013 than the sluggish economy or global unrest.

In particular, the execs cited rising consumer confidence and growing demand for exotic itineraries as cause for a positive outlook. They were also optimis-



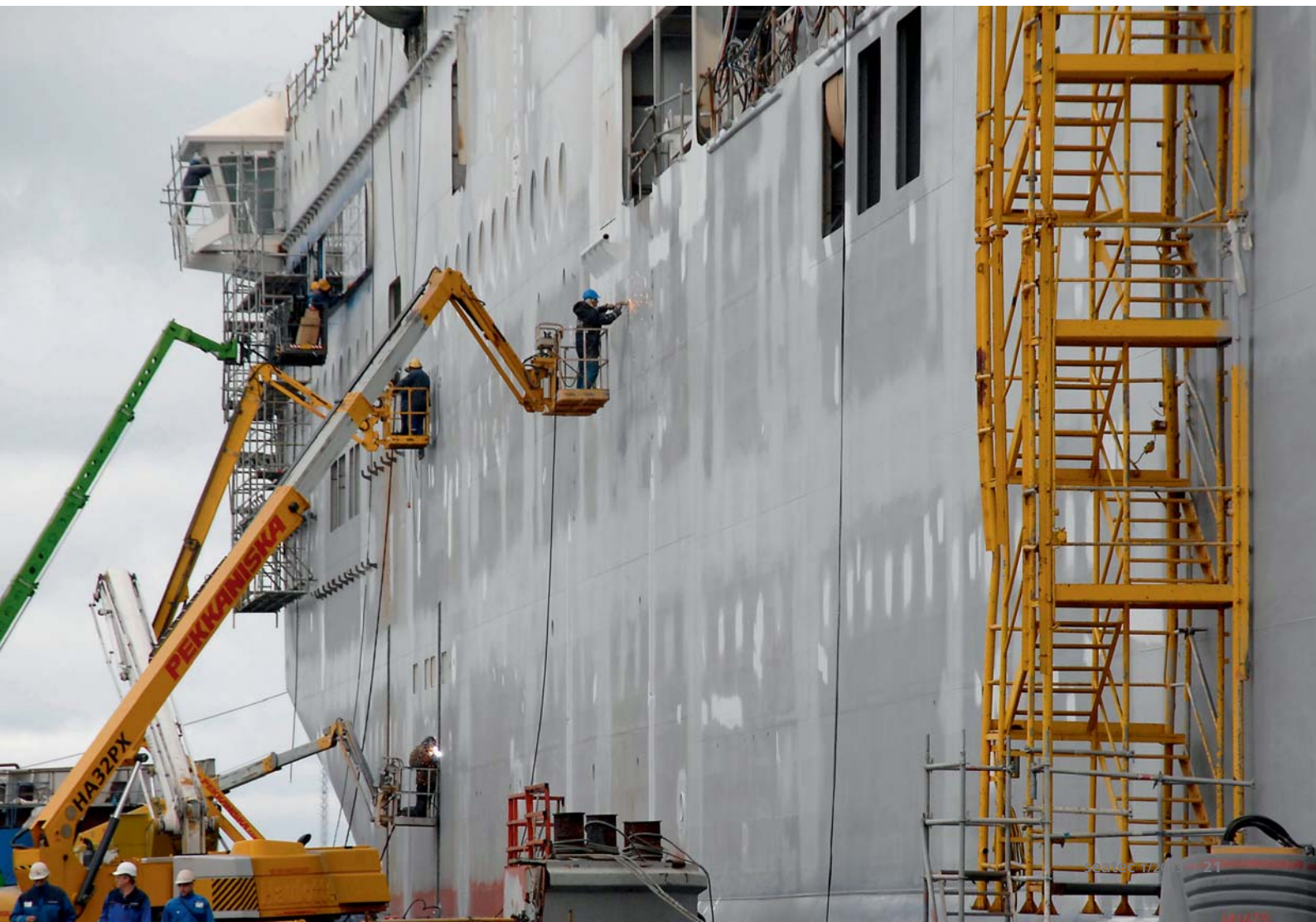
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tic that the cruise industry will regain the momentum it lost after Costa Concordia.

WINNERS AND LOSERS

Therefore, it looks like cruise business will continue to be a good business – at least for the cruise lines. At the short end of the stick, however, one finds the shipyards, which are forced to battle ferociously for the few deals out there. In this game, the cruise lines always have the upper hand –

no fleet will become obsolete in a day, so there's time to go around shopping for the best price. Shipyards, on the other hand, live in the now: they need work today, not tomorrow.

It's a rather shady courting dance, where countries clash as well, intervening in behalf of their own shipyards. It was such a dance that caused the Finns to fall flat on their faces, as not enough aid from the Government materialized. STX St.

Nazairre, on the other hand, is in a better position as the French Government own a sizeable part of the shipyard – and is committed to doing whatever it takes to stop it from going under.

The Korean owner has made its choice, too, by investing in St. Nazairre over Turku for quite some time. STX Finland is struggling to secure funding for two TUI Cruises ships. Work has already started in Turku on the first of the two ships, the



97 000 gross tons *Mein Schiff 3*, which is due for delivery next year, while the second vessel should be delivered in 2015.

But as European shipyards are facing hard times, the mother company STX Korea is heavily in debt and under pressure to sell some of its assets – especially those not of Korean origin. The market in Korea is tough as nails as the country is home to seven of the world's ten largest shipbuilding companies. The Korean shipbuilders

are facing heat from the local competition, China, and STX may well be a casualty in the war. It is noteworthy to observe that South Korea had no shipbuilding industry at all until the early 1970s.

THE ITALIAN JOB

Europe, however, has long traditions in shipbuilding and some players are even in position to take advantage of the Korean woes. Case in point: the Italian Fincantieri

which just purchased STX OSV – world leader in the construction of offshore support vessels for oil and gas extraction and production – from STX Europe.

This means that with 21 shipyards in three different continents, the Fincantieri Group is doubling its size, becoming, in essence, one of the top five shipbuilders worldwide and the leading Western producer – also in terms of diversification and presence in the high value added seg-



ments. It is widely believed that Fincantieri now has the muscle to compete with the Asian giants.

Compared with the other four top producers (all of which are Korean), the Fincantieri Group boasts a leadership position in all the maritime high-tech sec-

tors, and is enriching its product portfolio with the entry into the offshore oil & gas market.

STX OSV has approximately 9 200 employees and 10 shipyards around the world (5 in Norway, 2 in Romania, 1 in Vietnam and 2 in Brazil, of which one cur-

rently under construction). In the past three years it has generated average revenues of approximately EUR 1.6 billion and has an order backlog was EUR 2.1 billion.

BACK IN THE GAME

This acquisition was hailed as being com-



plementary to Fincantieri's current market segments. The development of synergies with Fincantieri's existing businesses is likely to allow an increase in production volumes that will be beneficial not only for employment levels across the Group but also for Italy's entire production system.

Giuseppe Bono, CEO of Fincantieri, remarked that the acquisition of STX OSV will further enhance the company's position as a leading international competitor.

"This will strengthen Fincantieri's

commitment to pursuing a strategy of diversification and development in order to retain our long-term competitiveness and generate important positive impacts for our Italian assets."

Bono was also confident that this is the right way forward to optimise the company's global leadership position in the high value-added end of the shipbuilding industry and to establish the company "as champions of the Western world".

Viewed against this background, it

may be too early to declare a winner in the East vs. West battle for dominance in the ship making – but the coming years should be interesting to watch. ■

SAMI J. ANTEROINEN



LNG Powered, Carrying LNG

MEYER WERFT DELIVERS ECO-FRIENDLY TANKER CORAL ENERGY TO ANTHONY VEDER

On 7th of December, Her Royal Highness Princess Máxima named Coral Energy, a brand new small scale liquefied natural gas (LNG) carrier of the Dutch ship owner Anthony Veder. The ceremony was held in Rotterdam, the Netherlands, and it was not a christening of just any ship. Coral Energy will transport LNG for Skangass, Anthony Veder's Norwegian charterer of the vessel, while being powered by LNG herself.



In fact, the 15,600 cbm LNG tanker is the first of its kind using LNG as a fuel. In addition, the ship has a dual-fuel engine that is directly driving the propeller, increasing the fuel efficiency of the vessel and making her one of the cleanest vessels available today. The vessel's CO₂ emissions will be reduced by more than 15 %, and, in addition, the emissions of NO_x, SO_x and small particles will be reduced significantly.

The vessel will distribute LNG to areas where there is no easy access to nat-

ural gas via pipeline, but where there is a clear demand and drive for clean energy. Coral Energy will load the LNG in Rotterdam, Zeebrugge and Norway and transport it to Sweden for the city of Stockholm, amongst other places. The vessel has the highest ice class 1A for trading in the Baltic Sea during winter.

DUAL-FUEL DELIVERY

It is the first ship equipped with eco-friendly Wärtsilä 50DF dual-fuel main engine, and a pair of Wärtsilä 20DF dual-fuel aux-

iliary engines. The DF engines will be run mostly on LNG, but have the capability of being switched to diesel fuel if and when required.

The development of the ship was started in 2010, as Skangass was looking for a small to medium scale LNG carrier for its Scandinavian operations. The suitable vessel size, depending on the plant and terminal demands, was determined after a process of logistical optimisation. With Coral Energy, Skangass and Anthony Veder made it possible to deliver LNG in an

environmental friendly way, and as a cleaner energy source, to remote places and to smaller terminals where the LNG can be used e.g. as bunker fuel for other ships, power generation, and retail distribution.

Due to her size and in-house developed innovative compatibility package, the ship is able to load LNG at world-scale terminals. Ice-class 1A credentials, on the other

hand, open possibilities for remote communities in the Nordic region that, up till now, have been depending on polluting fuel oil for various applications.

While being powered by LNG herself, emissions of the vessel are brought to extremely low levels which are clearly below the prospective applicable limits for ECA areas.

MEYER WERFT EMBRACES LNG

Maker of Coral Energy, the German shipyard Meyer Werft has specialised in building gas tankers for decades, having built 55 gas tankers in the past years. The ship has a length of about 155 m and a breadth of 22.7 m with a cargo capacity of 15,600 m³ and a maximum speed of 15.80 knots. Fully loaded with LNG, the ship will have



a draught of 8.20 m. The liquefied natural gas transported by the tanker is cooled down to minus 161°C.

The ship owner Anthony Veder is specialised in transporting gas by seagoing vessels and its fleet currently consists of more than 25 ships. The “greenest” ships to date use a mix of LNG and ethanol as their fuel, but Coral Energy is the

CORAL ENERGY FAST FACTS

Length overall	155.00 m
Length between perpendiculars	146.67 m
Breadth moulded	22.70 m
Depth to main deck	14.95 m
Draught max. (fully loaded)	8.20 m
Cargo tank volume	~ 15,600 cbm
Speed	15.8 kts
Crew cabins	25
Engine output	Wärtsilä – 7,800 kW
Classification	Bureau Veritas
Class	Liquefied Gas Carrier, Type 2G, Unrestricted navigation, ICE Class I A, AUT-UMS, AVM-APS, CLEANSHIP 7+, MON-SHAFT, INWATERSURVEY, GREENPASSPORT, SYS-NEQ 1

first that operates under LNG practically all the time. Meyer Werft and the Anthony Veder have collaborated in both the new building and repair sector since the middle of the 1970s.

It is clear that the LNG market is growing, as the long-term time charter of the new vessel by Skangass suggests. Meyer Werft is now entering the market of building LNG carriers, believing that especially the smaller-scale LNG market has a great future. Meyer Werft is also keen on developing the new propulsion system further, so that this technology can be used on passenger ships in the future, too.

In general, LNG-powered vessels – be it offshore vessels, LNG carriers or passenger ferries – are becoming more and more common, with more than 200 ships already in the LNG fleet. Yet, according to predictions by industry experts, this is just the tip of the iceberg: during the next decade, LNG will power a thousand new ships. ■

SAMI J. ANTEROINEN

Finnish shipyards look to the future



The shipbuilding industry is in some degree of trouble in most European countries. Tenders for new ships have become increasingly rare worldwide. Shipyards face hard times all over.

Even so, the overall situation of Finland's shipyards may not be so bleak after all. Finnish shipbuilders and their subcontractors possess specialised know-how and have remarkable potential for maritime export projects.



When STX Finland's Turku shipyard lost the order of a new luxury cruiser to Saint-Nazaire shipyard in France at the last minute, it became apparent that the year 2013 started out under very un-

lucky stars for the entire Finnish shipyard industry.

Just how much damage the shipbuilders in Turku eventually suffered was still unclear in late January. It also remains

to be seen what kind of effects the Finnish government's decision to refuse a state loan of 50 million euros to Turku shipyard will have on the political future of the responsible high-level politicians.

Polar research vessel S.A. Agulhas II was built by STX Europe's Rauma shipyard.



In the meantime, the future of STX Finland's Turku and Rauma shipyards in south-western Finland is on the line. A number of companies in the Finnish maritime cluster are considering partial co-op-

erative ownership in Turku shipyard, but the realisation of such an arrangement is in no way certain.

But perhaps things are not as gloomy as they appear to be.

PROPULSION FOR NEW EXPORTS

While STX Finland's shipyards in Turku and Rauma are facing troubled times, both yards have highly skilled shipbuilders on their payroll. Their expertise will be in high demand yet.

Moreover, the Finnish Marine Industries cluster incorporates numerous hi-tech companies. Many of them are subcontractors for STX's shipyards, but they also have individual know-how in specialised fields within the maritime sector.

For instance, quite recently – on 21 January – the propeller manufacturing company Steerprop Oy in Rauma received a large order for propulsion equipment from Russian and Indian shipyards. These orders alone are valued at a total of more than 10 million euros.

What's more, Turku and Rauma shipyards are by no means the only shipyards in Finland.

"There is plenty of know-how on the design and construction of offshore vessels at Pori shipyard," notes Mrs. Merja Salmi-Lindgren, Executive Director for the Finnish Marine Industries.

"Furthermore, Finnish shipbuilders are proficient in the field of vessels designed for use in the arctic environment."

Not long ago, Technip Offshore Finland's shipyard in Mäntyluoto in Pori received an order for a giant oil platform to be delivered to the Gulf of Mexico. The platform is now under construction and will be completed by the year 2014.

SIGHTS SET ON SUCCESS

According to Salmi-Lindgren, investments in new offshore vessels are being made continuously around the world.

"Shipbuilders and other companies in the Finnish maritime cluster ought to fully utilise the possibilities of offshore projects."

The well-known ship engine supplier Wärtsilä Oy is one of the companies that up to now have been participating in projects aiming at the construction of new offshore vessels.

"Also, the Finnish Funding Agency



Photo: STX Europe



Technip Offshore Finland's shipyard in Mäntyluoto (Pori) specialises in offshore vessels.

for Technology and Innovation (TEKES) has provided funds for offshore industry businesses and networking. Such projects require quite a lot of specialised networking abilities and, consequently, have tremendous export potential," Salmi-Lindgren points out.

"Overall, the number of orders for new ships has in recent times been on the decrease worldwide. Hopefully this is just a temporary phenomenon. Once the new environmental regulations of IMO (International Maritime Organisation) start to be implemented, decisions for new ship investments will probably eventually be made."

"Finnish shipyards have the right kind of expertise. Still, quite a lot remains to be done before the shipbuilding industry again becomes a huge financial success. On the plus side, our shipbuilders already have an excellent reputation and good references – such as Viking Line's latest cruise ship, the LNG-powered M/S Viking Grace. Environmentally friendly ships running on liquefied natural gas provide new possibilities for Finnish shipyards in the future."

Despite recent setbacks suffered by the shipbuilding industry, Mrs. Salmi-Lindgren remains optimistic.

"I am certain that Finland's shipyards have potential for success," she maintains.

TECHNOLOGY AND INNOVATIONS

In the innovative field of arctic ships, some success can already be noted.

Arctech Helsinki Shipyard Inc. specialises in arctic shipbuilding technology – in other words, building ice-breakers and other offshore and special vessels to be operated in Arctic regions.

In fact, Helsinki shipyard has delivered approximately 60 percent of the ice-breakers currently in operation around the world.

Arctech has a long history and experience in building arctic vessels. In the same location, Helsinki Shipyard, ships have been built for almost 150 years. Today, Arctech expects to be the forerunner in developing and applying various technological innovations in the field of arctic ships.

The shipyard also unites the marine industry clusters of Russia and Finland as it has become the joint venture of STX Finland Oy and Russian United Shipbuilding Corporation (USC). The joint venture agreement was signed in December 2010 and Arctech started its operation 1 April, 2011. The company is equally owned by both of its shareholders.

Arctech Helsinki Shipyard is located in Ruoholahti in southern Helsinki. At present, the company has approximately 400 employees.

Many of the arctic ships that have been recently built have been designed by Aker Arctic Technologies, another member of the Finnish Marine Industries. In the near future, the vast potential for new gas and oil fields in the arctic regions will quite probably cause further demand for ships that can be operated in harsh arctic conditions. ■

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ARI MONONEN

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Antti Marine – Superb quality products

For over 20 years, Antti Marine has specialised in producing marine doors of demanding quality and design. Experience and professional skills have opened the doors to our doors from smaller vessels to deluxe cruise ships and offshore applications on all the oceans of the world.

Noise can be a major nuisance and really irritating for the passengers and crew. Technical and visual quality of our doors can be seen – but not heard. Sealed doors provide optimal sound insulation and are tested for your safety. Antti Marine's accommodation and interior doors can reduce sound values from 35 Rw dB up to 48 Rw dB whilst maintaining the original aesthetic appearances. Our B and C class doors meet a range of fire safety regulations, including SOLAS and IMO.

SAFETY AND STYLE

Antti Marine's doors are manufactured according to the QM system related to the Marine Equipment Directive MED standard and are tested according to the latest fire safety standards. Doors are tested for insulation and integrity according to performance criteria for B-class doors.

Antti Marine gives designers free hands to accomplish their visual conceptions. Together with continuous product development we also have an eye on future innovations and new concepts. We have presented new features e.g. adjustable and main-



tenance-free hinges to support the ship's building process and to lower the service & maintenance costs during operative life.

Our latest references are Celebrity Cruises Reflection, Aida Cruises AIDAstella, Viking Line Viking Grace and Fjord Line Stavangerfjord. ■

More information: www.antti-teollisuus.fi

Evac launches Food Waste Collection

Evac has launched the EVAC Food Waste Collection system. Evac can now supply the entire waste handling system for all vessels, covering both dry and wet waste, from food waste handling to onboard sanitary and wastewater treatment systems.

The now launched range of the Evac food waste product line is designed to handle the food waste collection of small and middle size vessels, ideal for merchant vessels and offshore vessels. The collection from the macerator feeding station is handled by vacuum. Vacuum is generated in two stages, with separate pumps for air and food slurry. The new patent pending system guarantees a strong and reliable conveying force compared to systems having only lobe rotor pumps. Blockages in the piping are thus avoided.

Evac food waste collection system is supplied with a piping of either 50mm or 75mm diameter, depending on the demand and the holding tank capacity. The footprint of the Evac vacuum pump unit and holding tank is small, and the water and energy consumption is low.

IMO MARPOL ANNEX V INTO FORCE FROM JANUARY 1ST 2013

"From the beginning of next year all waste onboard, except food waste, has to be collected, or incinerated, according to the IMO Marpol Annex V regulations. This requires storage space for waste onboard. In case there is not space enough compactors and other waste handling systems have to be acquired. Incinerators can be used, but not in all areas. For example in the Baltic Sea this is forbidden," says Timo Kettunen, Product Manager, Waste Treatment Systems at Evac. "We can now provide a solution for the entire onboard waste handling needs."

Evac's waste management solutions with all components, comes in a complete package making installation simple and efficient. It provides the shipyard and ship owner with a reliable and integrated solution with low installation and operational costs. ■

More information: www.evac.com

STX relies on doors from Champion Door

The STX shipyard in Rauma decided to purchase a fold up door from Champion Door a few years ago. On a shipyard scale, the door was small, 6.7 meters wide and 5.1 meters high.

“We studied different door manufacturer alternatives and the Champion Door price-quality ratio seemed great. After the delivery and installation had been carried out very accurately and professionally, we have purchased additional Champion Door doors for the shipyard, said Mr Juha Rosten”, Maintenance Manager.

The most recent purchase was a NK 280 Double, with a width of 15 meters and a height of a little over 21 meters. At the shipyard, we are satisfied with the stability and precise usability of the Champion Door doors. The doors facing the sea are at times under very high wind loads. The door materials also withstand the corrosive attacks of the salty sea winds.

The big doors are not opened all the way up daily, simply by raising the lower edge four meters is enough to work on smaller ship parts. Opening the door partially during high winds and cold weather do not cause excess worries because the structure of the doors are designed to withstand the strain of extreme conditions.

According to Juha Rosten, the door itself is naturally of high quality, also as important are the door suppliers punctuality, flex-



According to Juha Rosten, a door of 300 m² takes a lot of stress and pressure when an autumn storm blows from the sea. But a Champion Door is designed and built to withstand the extreme conditions of the North.

ibility and after sales marketing. Even though the doors do not need much maintenance or service, Champion Door has proven the high quality also in the installation and service professionalism as well as in short response times. When we can rely on the functionality of the door and the expertise of the after sales marketing, the maintenance of the shipyard can focus on other matters. ■

Light Signal Column with up-to dated technic



AUTROSAFE Oy has started to produce 2012 again Light Signal Column with up-to dated technic.

In this Light Signal Column all symbol covers are illuminated with LED'S. Each LED PC board is equipped with two separate 2 x 1W led circuits. Light Signal Column is available as 24 VDC and 230 VAC versions. Column can be equipped with one, two or three Led or Zenon tube flash light and electrical sounders can be installed on the column or they can be installed separately according to the customer wish.

Customer can select also if they want to have column with dead



man acknowledge button in selected light signal column and lamp test push buttons in each column. Symbols are according to the standards or customer can get also special symbols on request. ■

More information:

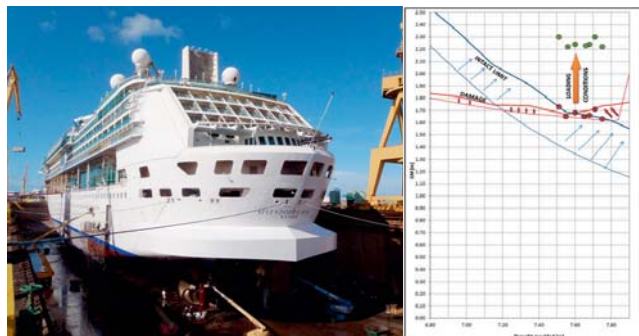
mikko.haapalainen@autrosafe.fi, www.autrosafe.fi

SPONSON-DUCKTAILS: STABILITY IMPROVEMENT WITHOUT ADDITIONAL FUEL COST

Passenger ships, especially cruise ship can often face challenges in maintaining adequate stability: conversion, refurbishment, technical upgrades and natural weight growth all reduce the original stability margins. Now due to new emissions regulations some Owners choose to install scrubber systems; if there is no adequate stability margin for this, stability has to be improved in order to enable the installation.

The most effective way to improve stability is to install a sponson-ducktail, and Foreship has engineered several sponson-ducktails, including Celebrity Galaxy, Seven Seas Navigator, Splendour of the Seas, Rhapsody of the Seas and Oriana.

Foreship ducktails have practically no effect on vessel's speed-power performance: at lower speeds the additional displacement and wetted surface have a small negative effect, but the fact that vessel now needs less ballast usually more than compensates for this. At higher speeds the sponson-ducktails have positive effect, and vessels usually notice increased maximum speed after ducktail installation. The excellent performance of Foreship sponson-ducktails is based on experience and the latest CFD-tools.



Typical effect of sponson-ducktail on stability (example only). The ducktail on Splendour of the Seas follows the original design of the vessel.

The stability gain depends on the vessel size, hull form and other characteristics, but typical example is a 40 cm improvement in GM margin on a larger vessel. For the available deadweight the sponson-ducktails usually have a small positive effect, as the displacement increase is bigger than the additional weight. The esthetical appearance of the ducktail can be designed to match the original design of the vessel, making the ducktail look like an original part of the ship. ■

More information: www.foreship.com

Oilon – LNG burners for cleaner environment



LNG/HFO/MGO marine burner

Reduction of sulphur content of the heavy oil for cleaner environment causes remarkable cost increase of the marine fuel for the ships. As a consequence usage of heavy fuel oil is cut down considerable amounts in the ships sailing in the coastal areas. New fuels were developed and taken in use during the last years. MGO, marine gas oil, known as sulphur free light oil, Oilon as a leading marine burner manufacturer, dominates already the combustion of this fuel very well. Our recipe for success has been innovation and human capital.

LNG, liquefied natural gas is coming as a cleaner alternative



Gas valve unit (GVU)

fuel for ships. Solid and sulphur emissions of LNG are non-existent. Pricewise LNG is also competitive with MGO. These features boost up the usage of LNG in the future. Oilon has invested in the development of gas burners for ships recently. Today, Oilon can deliver gas burners for marine use according to most common classification societies. Entering in the marine field was very natural continuation of the long experience of the gas burners in the land based installations. ■

More information: www.oilon.com

Easy Implementation of PEMA Automatic Vision Welding

PEMA 200 VisionWeld system is an easy-to-use welding automation. PEMA VisionWeld system is patented programming system for robots and for NC-controlled welding machines. PEMA welding automation with VisionWeld system differs from conventional offline welding systems by in-built CAD system and by an instant start of welding when the first task has been given to the system.

Use of VisionWeld system requires no input from Customer's CAD System – everything is based on a patented positioning system coordinated according images taken by the robot. The robot takes several images of the work piece or of the working area – and the operator is instantly ready to draw first welds for the robot.

With the simplicity of application PEMA VisionWeld 200 is a Real Welder's Tool. The handy user environment binds the operator and robots for a one unit.

With conventional systems a work piece is programmed separately before welding, but with PEMA VisionWeld 200 the operator is able to draw new welds at the same time as the robot is already welding previously set welds – that is called 'On the Run'-programming. In PEMA VisionWeld the operator has a possibility to change the welding sequence and there are ready pre-programmed sequences for operator to choose to fasten the start up of robot weld.



The combination of an easy user interface and good skills of welding assures a fast start-up. Welders will learn the basic requirements of PEMA VisionWeld in few hours. More features can be implemented after a short usage period.

VisionWeld is able to run from one to eight robots in the same gantry. One operator is controlling more arcs with the same system. With multiple arc system customer is able to raise his capacity and throughput more with relatively smaller costs. ■

More information: www.pemamek.com

Rauma Interior Oy

Years of experience as trusted supplier for demanding marine projects

Rauma Interior is established in 1991 and is one of the leading suppliers of furniture for Staterooms and Cabins and Public Spaces in cruise ships. Our understanding of industry specific characteristics enables us to execute projects professionally and cost-effectively. We have a capacity to deliver 4 000 Staterooms annually. Recent stateroom references, Oasis and Allure of the Seas, Viking Grace, Mein Schiff III, dining tables Disney Dream and Magic.



We design fixed and free standing furniture for Staterooms and Cabins, Restaurants, Night clubs, Coffee shops and Conference rooms. ■

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- Coffee tables
- Desks & Bars
- TV-stands & Nightstands
- Beds in wood and metal
- Sofas
- Resin coated dining tables
- Decorative columns

More information: kari.wendelin@raumainterior.fi,
www.raumainterior.fi, www.messin.fi

The M/S Viking Grace is equipped with ISOVER fire protection and thermal insulation

At the STX Turku Shipyard, the insulation installers are currently finishing their work onboard the new M/S Viking Grace passenger ferry. The ship will be ready for delivery in early 2013.

The installation work of ISOVER Marine insulation started at the shipyard at the turn of 2011–2012, and it takes about 10 months to complete the work," says Technical Insulation Sales and Marketing Manager Matti Reijonen, Saint-Gobain Rakennustuotteet Oy.

According to Reijonen, the ship's thermal and acoustic insulation as well as fire protection are almost exclusively based on ISOVER Marine products. "For example, the bulkhead and deck structures are equipped with ISOVER Marine insulation. The insulation provides A60 class fire protection, but its weight is only about 50 percent of the traditional stone wool solution. The thermal insulation material used in the ship is ISOVER Marine lightweight glass wool."

Three different types of insulation products were used for fire protection. "In the deck structures, 60 mm thick base slabs weighing 36 kg/m³ were used to achieve 1 hour fire resistance. Stiffeners were insulated by means of flexible 30 mm thick slabs weighing 66 kg/m³," explains Reijonen. "The A60 Bulkhead solution was accomplished using 70 mm thick slabs weighing 66 kg/m³, and the stiffener insulation was similar to the A60 Deck solution."

Saint-Gobain Rakennustuotteet Oy supplied the insulation materials to STX Finland's Turku Shipyard. The actual installation work was carried out by the shipyard's subcontractors.

Corresponding ISOVER Marine solutions are extensively used in marine industry. "Since 2007, we have supplied similar insulation solutions to shipyards in several countries, including Italy, Germany, Finland, Norway, UK, Spain and the USA. ISOVER Marine products have been installed, for example, in the English Channel ferries 'Spirit of Britain' and 'Spirit of France,'" states Reijonen. ■

More information: www.isover-technical-insulation.com

Lautex metal ceilings in shipbuilding

Oy Lautex Ab is a specialized manufacturing company of suspended metal ceilings for construction and shipbuilding industries. Lautex also acts as a subcontractor for other industries.

Our wide range of products meets the requirements of the most demanding customers. We provide total ceiling solutions consisting of ceiling panels, profiles, cassettes, grating ceilings and special structures including suspension materials.

Aesthetic, fireproof and light, Lautex ceilings are especially suitable for the shipbuilding industry. The most common materials used in the construction of Lautex ceilings are aluminium and steel. Lautex suspended ceilings are certified in fire resistance classes C, B-0 and B-15, thus meeting the requirements of the official authorities. All our products have passed the flue gas and non-toxicity-tests.

Outfitting in the shipbuilding industry is often characterised by the customers' special wishes. Standard Lautex products are supplemented by tailored special products and decorative ceiling constructions, such as beams and domes. Lautex provides comprehensive services to meet all the customers' needs, ranging from technical advice to deliveries of large ceiling projects.



Lautex has delivered standard and special ceilings to Cruise Ships, ferries and offshore. Here is The Oasis of the Seas and Izumi Sushi Bar's Special structure ceiling.

Some of the references during last years:

New Builds: Allure of the Seas, Oasis of the Seas, AidaMar, Disney Fantasy, Celebrity Reflection, Celebrity Silhouette, Norwegian Breakaway, MSC Preziosa

Revites: Grandeur of the Seas, Rhapsody of the Seas, Superstar Gemini, Millenium, Chrystal Symphony. ■

More information: www.lautex.com, sales@lautex.com

Ensto LEDs light cruise ships of the world

Ensto's energy efficient lighting solutions are conquering the oceans. Ensto has now a complete offering of energy saving marine lighting and with that, a firmly established position in the international marine market.

Ensto has provided luminaires to ships for over 20 years, first mainly for renovation projects, but with its widening product offering it's now expanding to shipbuilding as well.

"Ensto started with lights for cabins, corridors and public areas and has now completed the offering with all kind of technical luminaires," says Mr. Guglielmo Rutigliano, Director of Sales and Marketing at Ensto Italia. "Ship Owners have started to demand more and more energy saving lighting solutions and Ensto now has the right solution for them."

Ensto's marine lighting products are designed for ship installations and can be customized to satisfy Customer's needs. Not to mention the sustainable, energy saving qualities of Ensto LEDs.

QUALITY, SUSTAINABILITY AND SATISFIED CUSTOMERS

Ensto's strengths in marine business are its reputation as a reliable supplier for marine luminaires, customized products and service, flexible deliveries and smooth co-operation with local partners. This has led to high profile contracts.



"We made an investigation on the market and chose Ensto products because of their good quality," says a representative of Carnival Cruiseline. "The 6 000 Ensto LED luminaires in the cabins and corridors of our newest luxury liner Carnival Breeze are working perfectly with no problems or defeats. Their price was suitable, and with the expected energy savings, they are a truly economic choice for us."

Ensto recently signed a contract that will last until 2016 with Fincantieri, one of the largest shipbuilding companies in the world, to supply luminaires for two cruise ships with the option for a third. ■

More information: www.ensto.com

HALTON M.A.R.V.E.L. SYSTEM

Halton has signed a contract with its Japanese partner USHIO Reinetsu Co., Ltd. to deliver a M.A.R.V.E.L. demand based galley ventilation system for Mitsubishi Heavy Industries Ltd.'s new project for AIDA Cruises.

Halton's M.A.R.V.E.L. system is an automatic, responsive and flexible demand controlled ventilation (DCV) system for galleys designed to work together with Halton hoods. Compared to traditional hoods, the Halton M.A.R.V.E.L. system, combined with the Halton Capture Jet technology, can save up to 50% in galley energy consumption. This also contributes to reduce impact on the environment.

Traditional systems maintain the galley ventilation at a constant volume. With the Halton M.A.R.V.E.L. system the ventilation exhaust and supply air volumes are adjusted according to the real ventilation demand, as determined by its automatic cooking equipment status detection system, which uses dedicated sensors and an algorithm designed for galley applications to adjust the air volumes. ■

More information: www.haltonmarine.com

WatMan SWRO

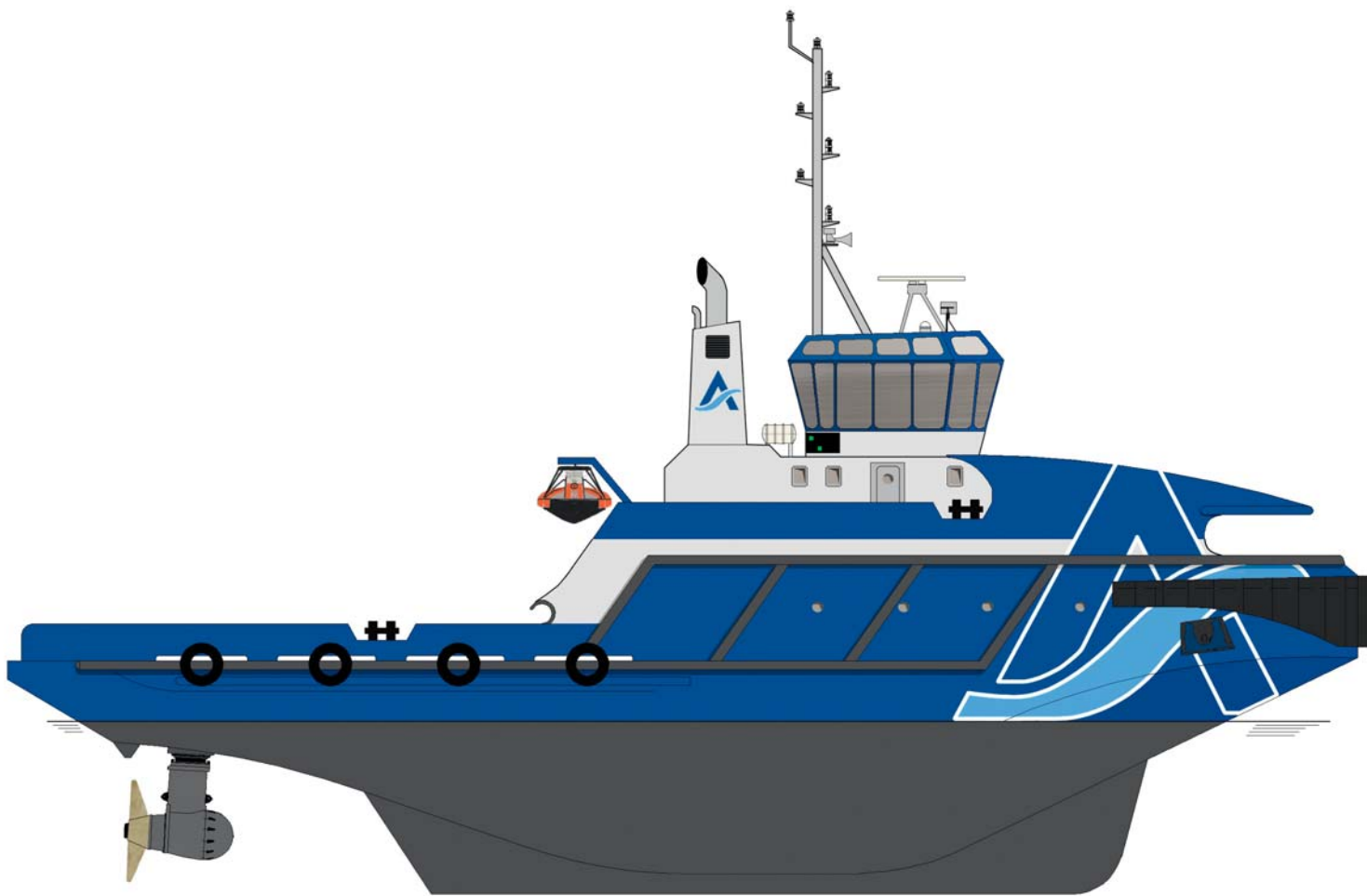
Seawater Reverse Osmosis (SWRO) rejects typically 98.5–99.5% of the salinity in one pass. In large-scale production, energy consumption creates a noticeable expense. In conventional SWRO systems, typical energy consumption varies from 6 to 10 kWh/m³-fresh water, depending on salinity, temperature and recovery rate among others. In state-of-the-art systems with energy recovery the energy consumption can be as low as 2...4 kWh/m³-fresh water.

On the other hand, 1-pass SWRO can produce fresh water with about 50 mg/l of chloride at its best. These high rejection systems always need an average feed pressure of 55–70 bars. So called 2-pass SWRO can remove even up to 99.9 % of the total salinity, meaning less than 10 mg/l of chloride, without significantly increasing the energy consumption. These high rejections are often required to achieve high potable water quality.

WatMan SWRO Systems can help you to produce extremely low-salinity fresh water with very low energy consumption. This means less energy, less maintenance, less down-time, less costs and more customer satisfaction. Less is sometimes more. ■

More information: www.watman.fi

Small but strong example of the Arctic expertise



Next-generation's harbour icebreaker to the Gulf of Bothnia

"This vessel is a real marine work machine," says Mikko Törne, LPO Manager of Bureau Veritas Marine approval office in Turku. The vessel will be in BV class A 1 Super and operate in the Gulf of Bothnia.

The vessel is a next-generation harbour icebreaker of Arctia Karhu Oy, a joint venture between Arctia shipping and the Port of Kemi. It will be in operation in the winter 2014. This state-of-the-art vessel will be 40 metres long and 12.8 metres wide, with a draught of approximately six metres. The ship will have a propulsion power of 2 x 1,800 kW.

The new icebreaker will carry out harbour icebreaking duties in the ports of Kemi and Tornio during the winter. In the summer, the vessel can be used for escort towing and oil recovery duties.

The ship's design allows for it to be used in place of heavier icebreaking capacity, especially in early and late winter. This will create cost savings.

"Traffic volumes in the North will keep growing in the future. This new vessel will provide much needed service reliability and safety in harbour icebreaking. The new vessel is part of

a new service concept, which we will also offer to other ports," says Tero Vauraste, CEO of Arctia Shipping.

Uudenkaupungin Työvene Oy will build the vessel. It won the tender competition thanks to the company's extensive experience in the field of ice-capable vessels. Many small and medium-sized specialised vessels have been built at the Uusikaupunki dockyard.

"This novel ship concept breaks new ground for the dockyard. Combining escort towing features with excellent icebreaking capacity will provide yet another demonstration of the Finnish ship-building industry's Arctic expertise," says CEO Harri Putro of Uudenkaupungin Työvene Oy.

"The Arctic expertise" is also, generally speaking, the key issue with regards to the future of the Finnish shipbuilding. The vessels are not necessarily large like Oasis. But when destination cruise vessels go to Nordic cruise ports, it is quite possible that this small marine work machine will help them. ■

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Contact Person

Marcus Högbloom
VP Sales
marcus.hogbloom@fi.abb.com

Facts & Figures

Personnel: 250
Established: 1889

Specialty Areas

ABB Marine and Cranes is the leading manufacturer of electric power, propulsion and vessel control systems. We are a global maritime organisation, providing reliable, safe and environmentally friendly solutions and qualified services to ship owners, operators and yards reducing operational costs and ensuring optimum vessel lifecycle.

ABLEMANS OY

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Fax +358 2 432 7441
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www.ablemans.fi

Contact Person

Timo Ylinen
Managing Director
timo.ylinen@ablemans.fi

Facts & Figures

Turnover: EUR 10 million
Personnel: 14
Established: 1987

Specialty Areas

Steel and Aluminium structures

ACM-TRADING LTD

Ketunleivänkuja 4
FI-21110 Naantali
Finland
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Kari U. Laiho

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AGCO POWER

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Contact Person

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Facts & Figures

Parent Company: AGCO Corp

Subsidiaries & Representatives

Idäntie Ky, Finland; Nordhavn A/S, Denmark, Greenland; Sandfirden, Holland; Jackfame, Taiwan; Cimpomovel, Portugal; Flydenbø Power, Norway; Motorimport, Sweden; Baltic Marine, Estonia, Latvia, Lithuania; ScanDiesel, Germany; Werkhuizen Frans Stevens, Belgium; Moteurs Baudouin S.A., France; J.Netas & Sons S.A., Greece; Nuova Motonautica, Italy; Scania Cimpomovel, Portugal; Kronstadt Ltd, Russia; Guascor S.A., Spain; Scangen, China, Hong Kong, Indonesia, Malaysia, Philippines, Singapore. Sri Lanka; Hattat Otomotiv Pazarlama A.S., Turkey; Grant's Marine Diesel, USA; Eastern States - CANADA; Eastern States

Specialty Areas

Diesel engines 74-250 kW for propulsion and generator use
Diesel generating sets for auxiliary and emergency use

ALUPRO LTD

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www.alupro.fi

Contact Person

Tapio Kärkkäinen
tapio.karkkainen@alupro.fi

Facts & Figures

Turnover: EUR 8,7 million
Personnel: 41
Established: 2005
Parent Company: Alupro Group Ltd.

Specialty Areas

Manufacturing and design of water separators and mask louvers

ANTTI-TEOLLISUUS OY, ANTTI MARINE

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FI-25340 Kanunki
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Contact Person

Toni Leino
Sales Manager
toni.leino@antti-teollisuus.fi

Subsidiaries & Representatives

Germany, Benipo Oy

Specialty Areas

Cabin, Accommodation & Interior fire doors for marine and off-shore applications
Antti doors are available in C, B-15 and B-30 class with MED & USCG approvals

ARCTIA SHIPPING LTD

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Facts & Figures

Turnover: EUR 77 million
 Personnel: 300
 Established: 2010

Specialty Areas

Arctia Shipping carries over 100 years of working expertise in winter navigation and icebreaking. We offer ice-management, icebreaking and offshore services. We also have oil spill response equipment and well trained staff. Our fleet consists of four conventional icebreakers (Otso, Urho, Sisu & Voima), two multipurpose icebreakers (Fennica & Nordica) and one oil recovery icebreaker (Kontio).

ASLEMETALS OY

P.O. Box 17
 FI-26101 Rauma
 Finland
 Phone +358 2 838 011
 Fax +358 2 838 0290
 aslemetals@aslemetals.fi
 www.aslemetals.fi

Contact Person

Pasi Lehtinen
 Managing Director
 pasi.lehtinen@aslemetals.fi

Specialty Areas

Aslemetals Oy is a medium-sized metal industry subcontracting company whose primary products are steel and piping structures for the industry. In addition, Aslemetals manufactures moulds for the needs of the concrete industry. Production is divided into steel and plate structures, pipe and module production and turnkey deliveries.

AURAMARINE LTD.

P.O. Box 849
 FI-20101 Turku
 Finland
 Phone +358 204 86 5030
 Fax +358 204 86 5031
 sales@auramarine.com
 www.auramarine.com

Facts & Figures

Personnel: 100
 Established: 1974
 Parent Company: Hollmink Ltd

Subsidiaries & Representatives

Auramarine Asia Ltd, China

Specialty Areas

Auramarine has wide-ranging experience in liquid flows and this craftsmanship is utilised in designing and manufacturing of fuel oil supply systems, marine gas oil handling systems and ballast water treatment systems.

AUTROSAFE OY

Uranuksenkuja 10
 FI-01480 Vantaa
 Finland
 Phone +358 9 2709 0120
 Fax +358 9 2709 0129
 autrosafe@autrosafe.fi
 www.autrosafe.fi

Contact Person

Mikko Haapalainen
 Managing Director
 mikko.haapalainen@autrosafe.fi

Facts & Figures

Turnover: EUR 3,04 million
 Personnel: 11
 Established: 1995
 Parent Company: Copertura Oy

Specialty Areas

Temperature sensors, pressure transducers. Fire alarm and Engine alarm systems. Wikrolux Led-technic based safety and guiding lights. Electrical sounders and flash alarms. Autrosafe Light Signal Columns.

BUREAU VERITAS

Hermannin rantatie 10
 FI-00580 Helsinki
 Finland
 Phone +358 10 830 8630
 Fax +358 10 830 8690
 helsinki@fi.bureauveritas.com
 www.bureauveritas.com

**Contact Person**

Olli Kaljala
 Chief Executive
 olli.kaljala@fi.bureauveritas.com

Facts & Figures

Personnel: 65
 Established: 1984 (Finland)
 Parent Company: Bureau Veritas SA (est. 1828)

Specialty Areas

Survey of ships & ship equipment, classification of newbuildings. Inspection of industrial products & goods for international trade. Certification of management systems against international standards.

CHAMPION DOOR

Pajatie 1
 FI-85500 Nivala
 Finland
 Phone +358 8 445 8800
 Fax +358 8 442 956
 info@championdoor.com
 www.championdoor.com

Contact Person

Jukka-Pekka Hakkarainen
 Export Manager
 jp.hakkarainen@championdoor.com

Facts & Figures

Turnover: EUR 6 million
 Personnel: 40
 Established: 1992

Specialty Areas

Very large fold-up shipyard doors, size of one door can be as large as 28 x 25 metres. Doors can also be manufactured in special frame-widths with no wind or size limitations.

ELEKTROSKANDIA SUOMI OY

P.O. Box 360
FI-05801 Hyvinkää
Finland
Phone +358 10 509 311
Fax +358 10 509 3222
www.elektroskandia.fi

**Contact Person**

Juhani Lehtinen
Regional Director
SW Finland and Marine
juhani.lehtinen@elektroskandia.fi

Facts & Figures

Turnover: EUR 220 million (2011)
Personnel: 313 (2011)
Established: 1913
Parent Company: Rexel Group

Specialty Areas

Electrical wholesaling; Electrical items such as electrical installation materials, cables, cable racks, cable penetrations and seals. Also deliveries of all electrical items for marine business.

ENSTO ITALIA*Saves Your Energy*

Via F. De Filippi 3
IT-20129 Milano
Italy
Phone +39 02 2940 3084
Fax +39 02 2952 4554
enstoitalia@ensto.com
www.ensto.com

Contact Person

Guglielmo Rutigliano
Sales Director
guglielmo.rutigliano@ensto.com

Facts & Figures

Turnover: EUR 250 million
Personnel: 1500
Established: 1958
Parent Company: Ensto Group

Specialty Areas

Ensto's marine lighting products are designed for ship installations and can be customised to Customer's needs.

EVAC OY

Sinimäentie 14
FI-02630 Espoo
Finland
Phone +358 20 763 0200
Fax +358 20 763 0222
firstname.lastname@evac.com
www.evac.com

**Contact Person**

Mika Karjalainen
mika.karjalainen@evac.com

Facts & Figures

Turnover: EUR 51,2 million

Specialty Areas

Evac is a global company. Evac designs, manufactures and markets environmentally friendly waste and wastewater collection and treatment systems for the shipbuilding and building industry. Skilled personnel, professional design and high-quality technical solutions have facilitated continuous growth, both in turnover and market share.

EXIT-PAINIKE KY

P.O. Box 78
FI-61801 Kauhajoki
Finland
Phone +358 6 231 4034
Fax +358 6 231 4112
exitpainike@exitpainike.fi
www.exitpainike.fi

**Contact Person**

Timo Hakala

Specialty Areas

EXIT 6000 series emergency doors.
(EXIT panic device)

FORESHIP LTD

Hitsaajankatu 4 A
FI-00810 Helsinki
Finland
Phone +358 20 730 9090
Fax +358 20 730 9091
office@foreship.com
www.foreship.com

Contact Persons

Markus Aarnio
SVP Ship Technology
markus.aarnio@foreship.com
Janne Niittymäki
Head of Hydrodynamics
janne.niittymaki@foreship.com

Specialty Areas

Foreship's Naval Architects and Marine Engineers are specialised in challenging conversion and newbuilding concept designs. Foreship has also extensive CFD capabilities and state-of-the art hull form references.

GS-HYDRO OY

Lautatarhankatu 4
FI-13110 Hämeenlinna
Finland
Phone +358 3 656 41
Fax +358 3 653 2998
sales@gshydro.fi
www.gshydro.com

Contact Person

Seppo Lusenius

Facts & Figures

Turnover: EUR 120 million (2011)
Personnel: over 600
Established: 1974

Subsidiaries & Representatives

Austria, Brazil, China, Denmark, Finland, France, Germany, Korea, Netherlands, Norway, Poland, Russia, Singapore, Spain, Sweden, UK, USA.

Specialty Areas

GS-Hydro is the world's leading supplier of non-welded piping.

HALTON MARINE OY

Pulttikatu 2
FI-15700 Lahti
Finland
Phone +358 20 792 200
Fax +358 20 792 2060
haltonmarine@halton.com
www.haltonmarine.com

Contact Person

Tommi Rantanen

Facts & Figures

Turnover: EUR 167 million (Halton)
Personnel: 1 250
Established: 1969
Parent Company: Halton

Specialty Areas

High-quality ventilation systems specifically designed for demanding marine, navy and oil & gas markets.
Main product groups: Cabin Ventilation, Galley Ventilation, Fire dampers, Air intake products, Airflow Management and Air Distribution products.

HOLLMING WORKS OY

P.O. Box 96
FI-28101 Pori
Finland
Phone +358 20 486 5040
Fax +358 20 486 5041
firstname.lastname@hollmingworks.com
www.hollmingworks.com

Contact Person

Markku Mäki
Managing Director

Facts & Figures

Turnover: EUR 68 million
Personnel: 550
Established: 2002
Parent Company: Hollming Ltd

Specialty Areas

In Sea, Offshore and SubSea section: Propulsion units, thrusters, nozzles, oilrig parts, anchor handling towing winches, secondary winches, streamer winches, gun winches, rudders, fairleads, subsea structures, pressure vessels and other demanding offshore constructions. Services also in Energy, Mineral, Process and Pulp&Paper sections.

JTK POWER OY

Teollisuustie 6
FI-66600 Vöyri
Finland
Phone +358 20 781 2313
Fax +358 6 361 0383
info@jtk-power.fi
www.jtk-power.fi

Contact Person

Timo Viitala
Managing Director
timo.viitala@jtk-power.fi

Facts & Figures

Turnover: EUR 20 million
Personnel: 73
Established: 1998

Specialty Areas

Large Diesel and Gas engines exhaust and intake silencers. Out-blowing silencers. Also Valve seat inserts are manufactured for exhaust and intake valves, of both large and small diesel engines.

JUKOVA OY

Jukovantie 20
FI-21430 Yliskulma
Finland
Phone +358 10 474 444
Fax +358 10 474 4290
jukova@jukova.fi
www.jukova.fi

Contact Persons

Stefan Sundblom
stefan.sundblom@jukova.fi
Ari Toivola
ari.toivola@jukova.fi

Specialty Areas

Modular balconies
Sliding doors
Balcony divider walls
Glass railings

KAEFER OY

Lehtimäentie 17, FI-21290 Rusko, Finland
Phone +358 2 437 9400
Fax +358 2 438 6692
kaefer@kaefer.fi
www.kaefer.fi

**Contact Person**

Janne Sirviö
janne.sirvio@kaefer.fi

Facts & Figures

Turnover: EUR 20 million
Personnel: 75
Established: 1977
Parent Company: KAEFER GmbH

Subsidiaries & Representatives

KAEFER OÜ, Estonia

Specialty Areas

Interior solutions for the shipyards and ship owners
Turnkey services for accommodation and public areas
All type of insulation services for marine industry

KESKIPAKOVALU OY

Lastikankatu 21
FI-33730 Tampere
Finland
Phone +358 3 357 9000
Fax +358 3 364 5964
info@keskipakovalu.fi
www.keskipakovalu.fi

Contact Persons

Kimmo Markkula
Keijo Koivisto
Asmo Rantanen

Facts & Figures

Turnover: EUR 5,5 million
Personnel: 32
Established: 1956

Specialty Areas

Bronze parts of diesel engines
Bronze parts of propulsion machinery
Bronze parts of maneuvering machinery

KOJA MARINE

P.O. Box 351
(Lentokentäkatu 7)
FI-33101 Tampere
Finland
Phone +358 3 282 5111
Fax +358 3 282 5404
marine@koja.fi
www.koja.fi

**Contact Person**

Esko Nousiainen, Director
esko.nousiainen@koja.fi

Facts & Figures

Turnover: EUR 32,7 million
Personnel: 182
Established: 1935
Parent Company: Koja Group

Specialty Areas

Air conditioning systems, air conditioning units,
system design and material deliveries
Cargo ventilation systems
Air Conditioning turn-key deliveries, HVAC electrical / automation systems

KONEPAJA HÄKKINEN OY

Konekuja 4, FI-21200 Raisio, Finland
Phone +358 20 781 3400
Fax +358 20 781 3402
konepaja.hakkinen@konepajahakkinen.fi
www.konepajahakkinen.fi

Contact Persons

Mika Penttinen, Managing Director, mika.penttinen@konepajahakkinen.fi
Jukka Runola, Sales Director, jukka.runola@konepajahakkinen.fi

Facts & Figures

Turnover: EUR 46 million
Personnel: 360
Established: 1980
Parent Company: Konepaja Häkkinen Oy

Subsidiaries & Representatives

Tikkakosken Konepaja Oy and Rautpohjan Konepaja Oy

Specialty Areas

The most valued long term partner in supply of demanding machined casting, forging and welded steel components for a energy, inshore, offshore, subsea, maritime, mining, pulp and paper industries. Focus area medium and large size demanding components as well as small and medium batch products manufacturing's before mentioned industrial sectors.

L & P LAAKSONEN & POIKA

Akselintie 1
FI-20200 Turku
Finland
Phone +358 2 515 4600
Fax +358 2 469 0861
contact@lplaaksonen.com
www.lplaaksonen.com

**Contact Person**

Harri Laaksonen
Managing Director

Facts & Figures

Turnover: EUR 1,2 million
Personnel: 9
Established: 1948

Specialty Areas

Lighting fitting for marine use
Decorative lighting fittings

LAUTEX OY AB

P.O. Box 58, FI-03101 Nummela, Finland
Phone +358 9 224 8810
Fax +358 9 222 5447
sales@lautex.com
www.lautex.com

Contact Persons

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Phone +358 40 517 9502
Jussi Pärssinen, Sales Manager, Shipbuilding
Phone +358 400 268 851
Alexandru Filimon, Export Sales Manager
Phone +358 40 835 1804

Facts & Figures

Turnover: EUR 9,8 million
Personnel: 80
Established: 1951
Parent Company: Christian Berner Invest AB

Specialty Areas

Ceilings for ship accommodation and public spaces, such as metal panels, profiles, tiles and grating in aluminium or steel. Special ceilings, domes and beams etc. Various finishes possible: real wood finish, digital coating etc.

LEPO PRODUCT OY

Villähteentie 547
FI-15540 Villähde
Finland
Phone +358 3 871 750
Fax +358 3 871 7555
sales@lepoproduct.fi
www.lepoproduct.fi

**Contact Person**

Kimmo Kontti
kimmo.kontti@lepoproduct.fi

Specialty Areas

High quality seatings
Refurbishments

OY LINDAB AB

Juvan teollisuuskatu 3, FI-02920 Espoo, Finland
Phone +358 20 785 1010
Fax +358 20 785 1074
info@lindab.fi
www.lindab.fi

**Facts & Figures**

Turnover: SEK 6 878 million (2011)
Personnel: 4 300
Established: 1959
Parent Company: Lindab Group

Specialty Areas

Lindab is one of the world's leading suppliers to the ventilation business, and we do not want to give up that position. We will continuously develop and strengthen the abilities we possess today: knowledge, logistics, design and dialogue – and in doing so, we will make the difference to ensure our customer's continued success. For more than 30 years, the "Lindab – marine" products have been part of ventilation installations all over the world. The compact size and the approved marine insulation, combined with the unique Lindab Safe Click system, makes it the ideal choice for installations on all types of ships.

2 3 6 7

MARINE DIESEL FINLAND OY

Eteläkaari 10
FI-22420 Lieto
Finland
Phone +358 207 118 220
Fax +358 2 253 9121
marine.diesel@wihuri.fi

**Contact Persons**

Markus Hjerppe
Mika Aaltonen

Facts & Figures

Personnel: 40
Established: 1992

Specialty Areas

Main- and auxiliary engine repair and service
Total overhaul of all type of engines
Mechanical engineering
On-site machining
Conservation works after engine room fire or flooding
Well equipped workshop in Turku area and in Helsinki
CAT AMD, Kemel seals and bearings, Ingersoll Rand service

2 7 9

OY MATATEC SERVICES AB

Länsilaituri 1
FI-20200 Turku
Finland
Phone +358 2 2501 852
Fax +358 2 2501 853
matatec@netti.fi
www.matatec.com

*Oy Matatec Services Ab***Contact Person**

Magnus Ekman
magnus.ekman@matatec.fi

Facts & Figures

Established: 1983

Specialty Areas

Voyage Repairs and Maintenance on board, in ports, alongside yards
Berth. Upgrading and retrofits services for OEM partners.

2 7

MERIMA OY

Tatti 10
FI-00760 Helsinki
Finland
Phone +358 9 350 9300
Fax +358 9 388 2133
contact@merima.fi
www.merima.fi

**Contact Person**

Ari Nylund
Export Manager

Facts & Figures

Turnover: EUR 25,5 million (2011)
Personnel: 60 (2011)
Established: 1987

Specialty Areas

Turn-key interior outfitting for cruise ships, ferries and Ro-pax vessels.
Cabin furniture deliveries

4 7

METALLIASENNUS HUUHKA OY

Korpelantie 229
FI-21570 Sauvo
Finland
Phone +358 2 477 2900
Fax +358 2 477 2921
www.huuhkaoy.com

**Contact Person**

Pertti Huuhka
pertti.huuhka@huuhkaoy.com

Facts & Figures

Turnover: EUR 7,3 million
Personnel: 34
Established: 1987

Subsidiaries & Representatives

Pocadel Oy, Finland

Specialty Areas

Interior materials and outfit
Turnkey deliveries; shopping areas, restaurants, conference areas etc
Fire door installations

4

METSO MINERALS OY LOKOMO STEEL FOUNDRY

P.O. Box 306 (Lokomonkatu 3)
FI-33101 Tampere
Finland
Phone +358 20 484 4222
Fax +358 20 484 4233
minerals.lokomosteels@metso.com
www.metsolokomosteels.com

**Contact Person**

Timo Norvasto, Sales Manager
timo.norvasto@metso.com

Facts & Figures

Personnel: 250
Established: 1916
Parent Company: Metso Corporation

Specialty Areas

Lokomo Steel Foundry has been a pioneer in stainless steel production. In 1982 Metso Lokomo Steels began to manufacture vacuum steel castings using world's first "Vacuum Oxygen Decarburization Converter" VODC. Lokomo Steel Foundry's vacuum steel is marketed under the Vaculok® -trademark. Metso Minerals Oy Lokomo Steel Foundry is a member of Metso Corporation.

2 3

NURMI CYLINDERS OY

Pusulantie 1080
FI-03810 Ikkala, Finland
Phone +358 10 834 6700
Fax +358 10 834 6790
sales@nurmi.fi
www.nurmi.fi

**Contact Person**

Olli-Pekka Arvila, Sales and Marketing Director
olli-pekka.arvila@nurmi.fi

Facts & Figures

Turnover: EUR 18 million
Personnel: 90
Established: 1957
Parent Company: Nurmi Hydraulics Oy

Subsidiaries & Representatives

Dalian Nurmi Hydraulics Ltd., China

Specialty Areas

Nurmi provides customers around the world with hydraulic cylinders and solutions for marine & offshore equipment and other heavy-duty applications. Products are classified by needed society.

1. Consulting
2. Equipment
3. Machinery

4. Materials
5. Safety
6. Systems

7. Turnkey Deliveries
8. Yards
9. Other

OILON OY

P.O. Box 5
FI-15801 Lahti
Finland
Phone +358 3 857 61
Fax +358 3 857 6239
www.oilon.com

Contact Person

Jani Kurikka
jani.kurikka@oilon.com

Facts & Figures

Turnover: EUR 70 million
Personnel: 360
Established: 1961

Specialty Areas

Oil & gas burners for marine applications

ORAS GROUP

P.O. Box 40
FI-26101 Rauma
Finland
Phone +358 2 83 161
www.oras.com

Contact Person

Lassi Lahti
lassi.lahti@oras.com

Facts & Figures

Turnover: EUR 131 million
Personnel: 850
Established: 1945

Specialty Areas

Oras develops, manufactures and markets faucets and showers. Every Oras product is designed to make your life easier while contributing to water and energy savings through advanced technological solutions. As the world's leading manufacturer of electronic faucets, we have succeeded in combining technology with environmental thinking.

PARKER HANNIFIN MANUFACTURING FINLAND OY

Salmentie 260
FI-31700 Urjala As.
Finland
Phone +358 20 753 2500
Fax +358 20 753 2501
filtration.finland@parker.com
www.parker.com

Contact Person

Jyrki Sandt
jyrki.sandt@parker.com

Facts & Figures

Personnel: 135
Established: 1964
Parent Company: Parker Hannifin

Specialty Areas

Filtration: Lubrication oil filtration, fuel oil filtration and hydraulic filtration. Condition Monitoring

PARMARINE OY

Cabins and bathrooms:
P.O. Box 95
FI-30101 Forssa, Finland
Phone +358 3 777 7400
sales.marine@parmarine.fi
www.parmarine.fi

Fire doors:
P.O. Box 22
FI-79101 Leppävirta, Finland
Phone +358 17 570 211
sales.master@parmarine.fi

Contact Person

Risto Kallio
risto.kallio@parmarine.fi

Specialty Areas

Cabins and bathrooms
A60 hinged and sliding fire doors
A 60 SWT and LWT sliding fire doors
A60 fire walls
B15 cabin doors

PAROC OY AB

P.O. Box 47
FI-00621 Helsinki, Finland
Phone +358 46 876 8000
Fax +358 46 876 8003
technical.insulation@paroc.com
www.paroc.com

Contact Person

Tommi Siitonen
tommi.siitonen@paroc.com

Facts & Figures

Turnover: EUR 430 million
Personnel: 2 000
Established: 1952
Parent Company: Paroc Group Oy Ab

Subsidiaries & Representatives

Paroc operates in 13 European countries.
Please visit our website www.paroc.com for more information.

Specialty Areas

Stone wool insulation products for fire, heat and sound insulation to shipbuilding and offshore industries

PATRIA AVIATION ENGINE BUSINESS UNIT

Linnavuorentie 2
FI-37240 Linnavuori
Finland
Phone +358 40 869 2800
Fax +358 20 469 2801
www.patria.fi

Contact Person

Seppo Tamminen
Senior Manager
Diesel Engine Business
seppo.tamminen@patria.fi

Facts & Figures

Turnover: EUR 18 million
Personnel: 160
Established: 1947
Parent Company: Patria Oyj

Specialty Areas

Maintenance and overhaul of high speed diesel engines and related equipment up to 6 000 kW. Authorised MTU Service dealer. Maintenance and overhaul of industrial and marine gas turbines. Special repairs of parts for diesel engines and gas turbines

PEDRO OY**PEDRO.fi**

Tehdastie 4-6
FI-15560 Nastola
Finland
Phone +358 3 873 900
Fax +358 3 873 9010
www.pedro.fi

Contact Person

Juha Lehtonen
Managing Director
juha.lehtonen@pedro.fi

Facts & Figures

Turnover: EUR 2,4 million
Personnel: 22
Established: 1988

Specialty Areas

Special furnitures for ships and hotels

PEMAMEK OY**Pema**
WELDING AUTOMATION

P.O. Box 50 (Lamminkatu 47)
FI-32201 Loimaa, Finland
Phone +358 2 760 771
Fax +358 2 762 8660
www.pemamek.com

Contact Person

Jukka Rantala
Director
Sales & Marketing
jukka.rantala@pemamek.com

Facts & Figures

Turnover: EUR 40 million
Personnel: 140
Established: 1970
Parent Company: Pemamek Oy

Specialty Areas

Shipbuilding production automation, patented Vision robot welding stations, unique automation for vertical welding of double bottoms, stations for milling and integrated welding of plates, advanced flat and micro panel lines, robotised profile cutting, edge cleaning and milling lines, material transportation and handling solutions.

POCADEL OY

Korpelantie 229
FI-21570 Sauvo
Finland
Phone +358 2 477 2950
Fax +358 2 477 2971
pocadel@pocadel.fi
www.pocadel.fi

Contact Person

Markku Riekkö
markku.riekki@pocadel.fi

Facts & Figures

Personnel: 12
Established: 1997

Specialty Areas

B15 and A60 fire rated glazings: – single doors – double doors – windows and glazed walls – B15 sliding doors

PORKKA FINLAND OY**PORKKA**

P.O. Box 127
FI-33101 Tampere
Finland
Phone +358 20 5555 12
Fax +358 20 5555 288
www.porkka.fi

Contact Person

Petri Hiilloste
porkkapanel@huurre.com

Facts & Figures

Turnover: EUR 26 million
Personnel: 170
Established: 1962
Parent Company: Huurre Group Oy

Specialty Areas

Provision stores
Walk-in rooms in galleys/pantries
Insulated doors
Insulated fire doors, A60, for cold stores

PROJEKTIA OY

Tuulissuontie 21
FI-21420 Lieto
Finland
Phone +358 2 477 9200
Fax +358 2 477 9210
projektia@projektia.fi
www.projektia.fi

Contact Person

Paavo Mikkola
paavo.mikkola@projektia.fi

Specialty Areas

Turnkey deliveries of provision refrigeration; machinery and coolers
Pipe installations and automation
Cooling machinery for technical spaces and air condition
Water chillers
Unic service concept developed especially for fast moving transport

PROMECO GROUP OY

P.O. Box 116 (Mettälänkatu 91)
FI-38701 Kankaanpää, Finland
Phone +358 20 759 5300
Fax +358 20 759 5301
promeco@promeco.fi
www.promeco.fi

Contact Person

Ville Ritakorpi, Sales Manager
ville.ritakorpi@promeco.fi

Facts & Figures

Turnover: EUR 56 million
Personnel: 420
Established: 2008

Subsidiaries & Representatives

KMT Group Oy, Finland, Promeco S.A., Poland, JAT-Asennus Oy, Finland, VM-Group Oy, Finland, Promeco Solutions Oy, Finland

Specialty Areas

Main switchboards, Motor starters, Cyclo converters, Electricity distribution centers, Data transfer control systems, Propeller control systems, Steering modules, Mech. and electr. engineering, FSW

PUTTEK OY**Puttek Oy**

Jokitie 8
FI-37800 Toijala
Finland
Phone +358 40 832 0502
Fax +358 3 575 2550
info@puttek.fi
www.puttek.fi

Contact Person

Harri Syrjäläinen
Managing Director
harri.syrjalainen@puttek.fi

Specialty Areas

Pipe clamps and supporting systems for shipbuilding and offshore industry

RAUMA INTERIOR OY


rauma interior
building business spaces

Hallitie 8
FI-26510 Rauma
Finland
Phone +358 2 8387 8200
Fax +358 2 8387 8210
info@raumainterior.fi
www.raumainterior.fi

Contact Person

Kari Wendelin
Managing Director
kari.wendelin@raumainterior.fi

Specialty Areas

Designed fixed and free-standing Furniture in various Materials especially for Passenger & Crew Cabins, but also for Restaurants, Nightclubs, Coffee Shops, Conference Rooms (Wardrobes & Racks, Dressing Tables, Cabinets, Coffee Tables, Desks, TV-stands, Beds in Wood and Metal, Nightstands, Sofas, Resin Coated Dining Tables, Bar desks, Decorative Columns etc.)

RENOTECH OY


Renotech Oy
Advanced Material Technology

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Fax +358 2 254 3745
rt@renotech.fi
www.renotech.fi

Contact Person

Bob Talling, bt@renotech.fi
Phone +358 50 558 1806

Facts & Figures

Turnover: EUR 1 million
Personnel: 4
Established: 1994

Specialty Areas

GRG decorative wall and ceiling elements, mouldings and sculpture work. DGG light-weight gypsum board. Renopur decorative surface finishes, paint effects, marbling, wood graining, gilding, paintings and art work. Stonemix textured mouldings and finishes. Renofix non-combustible glues. Fireshield acoustic and fire proofing. Renolmage silk printing and 3-D release films. Acoustic flooring and floor screeds. B-15 elements and draught stop.

ROLLS-ROYCE OY AB


Rolls-Royce

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www.rolls-royce.com/marine

Contact Person

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liisa.snellman@rolls-royce.com

Facts & Figures

Turnover: EUR 572 million
Established: 1988
Parent Company: Rolls-Royce plc

Subsidiaries & Representatives

Rolls-Royce worldwide sales and service network

Specialty Areas

Thrusters, propulsion systems, winch systems.
Stabilizers, steering gears, bearings.

SAINT-GOBAIN RAKENNUSTUOTTEET OY


ISOVER
SAINT-GOBAIN

P.O. Box 250 (Kerkkolankatu 37-39)
FI-05801 Hyvinkää
Finland
Phone +358 20 775 50
Fax +358 20 775 5321
firstname.lastname@saint-gobain.com
www.isover.fi

Contact Person

Matti Reijonen
Sales Manager

Facts & Figures

Turnover: EUR 119 million
Personnel: approx. 400
Established: 1941
Parent Company: Saint-Gobain

Specialty Areas

Saint-Gobain Rakennustuotteet Oy / ISOVER manufactures and sells mineral insulation products for heat insulation, sound reduction, and fire protection on ships. Additional information regarding the new fire insulations is available at: www.isover-ultimate.com

S.A. SVENDSEN OY


S.A.Svendsen Oy

Särkiniementie 3 B
FI-00210 Helsinki
Finland
Phone +358 9 6811 170
Fax +358 9 6811 1768
www.sasvendsen.com

Contact Person

Kimmo Räisänen
Managing Director
kimmo.raisanen@sasvendsen.com

Facts & Figures

Turnover: EUR 7,1 million
Personnel: 6
Established: 1981

Specialty Areas

Complete turnkey deliveries for cruise ships and ferries
Interior materials and custom made interior modules
Refurbishments and refits for cruise ships and ferries

SBA INTERIOR LTD

Hällsnäsintie 99
FI-10360 Mustio
Finland
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sales@sba.fi
www.sba.fi

**Contact person**

Thomas Pökelmann
Sales Manager
thomas.pokelmann@sba.fi

Facts & figures

Turnover: EUR 10,5 million
Personnel: 70
Established: 1985

Specialty areas

SBA Interior is specialised in accommodation paneling and different types of beds for marine applications.
Latest development is a 50mm thin A-60 class light weight non-bearing bulkhead panel and a 20mm B-15 class Extension Screen.
Another branch of SBA is subcontracting for metal industry.

SHIPPAX OY

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**Contact Persons**

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Juha Lahtivuori, Technical Director
juha.lahtivuori@shippax.fi

Facts & Figures

Turnover: EUR 15 million
Personnel: 44
Established: 1984

Specialty Areas

Fixcelmarine Macro Modules
Turn key deliveries
High Genic™ products
Complete multi storey offshore living quarters

OY SIKA FINLAND AB

P.O. Box 49
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sika.finland@fi.sika.com
www.sika.com

**Contact Person**

Kai Winqvist
Industry Manager
winqvist.kai@fi.sika.com

Facts & Figures

Turnover: EUR 16 million
Personnel: 35
Established: 1985
Parent Company: Sika AG

Specialty Areas

Sealing – Bonding – Acoustic Damping – Reinforcing – Protecting

STEERPROP LTD

P.O. Box 217
FI-26101 Rauma
Finland
Phone +358 2 8387 7900
Fax +358 2 8387 7910
steerprop@steerprop.com
www.steerprop.com

**Specialty Areas**

Azimuth Propulsors for demanding applications. Steerprop Ltd. combines the reliability of proven technologies with the efficiency of modern design to produce azimuth propulsors of exceptional quality and excellent reliability. Steerprop Azimuth Propulsors can be made up to 20 MW in power or even in the most stringent ice-classes.

STX FINLAND OY

P.O. Box 666 (Telakkakatu 1)
FI-20101 Turku, Finland
Phone +358 10 6700
Fax +358 10 670 6700
finland@stxeurope.com
www.stxeurope.com

**Specialty Areas**

STX Finland Oy has three shipyards in Finland: Turku Shipyard, Rauma Shipyard and Arctech Helsinki Shipyard inc., of which STX Finland Oy owns 50 percent. The Turku Shipyard is the experienced builder of cruise ships and other technically demanding specialized ships and offshore units. The Rauma Shipyard is known for ferries, research vessels, naval ships and multipurpose vessels. The shipyard in Helsinki is specialized in ice-breaking and ice-going offshore and arctic vessels. STX Finland's subsidiaries are Aker Arctic Technology Oy, STX Finland Cabins Oy, Shipbuilding Completion Oy and ENG'n'D Oy. The number of personnel in STX Finland Oy amounts to some 2500 employees. STX Finland is an experienced builder of technologically demanding projects and it is known for innovative and ecologically friendly solutions. The company belongs to the STX Europe Group, an international shipbuilding company that has approximately 14,000 employees.

TEBUL OY

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www.tebul.fi

**Contact Person**

Jussi Uusitalo
Managing Director
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Specialty Areas

Tebul is dedicated to providing watertight bulkhead sliding door systems for cruise ships, super yachts and offshore applications.

TEKNIKUM OY

P.O. Box 13, FI-38211 Vammala, Finland
 Phone +358 3 519 11
 Fax +358 3 514 3137
 marketing@teknikum.com
 www.teknikum.com

**Contact Person**

Mikko Esko
 Phone +358 50 524 3480

Facts & Figures

Turnover: EUR 50 million
 Personnel: 400
 Established: 1989
 Parent Company: Teknikum Group Ltd.

Specialty Areas

Rubber lining for steel pipes against seawater corrosion
 Compressed rubber hoses, bellows and connection hoses for shipbuilding and offshore industry
 Moreover we offer customised rubber products for different stages of all industry.

TEVO OY

Hiientie 17
 FI-92160 Saloinen, Finland
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 tevo@tevo.fi
 www.tevo.fi

**Contact Person**

Marjatta Pyhtilä
 Export Assistant
 marjatta.pyhtila@tevo.fi

Facts & Figures

Turnover: EUR 18 million
 Personnel: 110
 Established: 1974

Specialty Areas

Manufacture and service of Bronze Marine Propellers up to 10 m diameter Offshore steel constructions and special welding
 Heavy steel machine building
 Manufacture of TEVO Spreader rolls and overhaul

THYSSENKRUPP AEROSPACE FINLAND OY

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 Fax +358 20 127 4450
 www.thyssenkruppaerospace.com

**Contact Person**

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 Managing Director
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Specialty Areas

Aluminium sheet and plates
 Stainless steel
 Honeycomb panels

TRAFOTEK OY

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 Fax +358 2 275 9210
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 www.trafotek.fi

**Contact Person**

Timo Heikkinen
 timo.heikkinen@trafotek.fi

Facts & Figures

Turnover: EUR 70 million
 Personnel: 400
 Established: 1983

Specialty Areas

Ship and offshore transformers up to 12 MVA, electrical filters and reactors.

VALLILA INTERIOR OY

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 FI-00510 Helsinki, Finland
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 projekti@vallilainterior.fi
 www.vallilainterior.fi

**Contact Person**

Miku Berner
 miku.berner@vallilainterior.fi

Facts & Figures

Turnover: EUR 37 million
 Personnel: 135
 Established: 1935

Subsidiaries & Representatives

Vallila Interior International

Specialty Areas

Textile design
 Textile full turnkey solutions, measuring, sewing, installation
 All system solutions, electrical and manual
 Large collections on Imo certified fabrics

WATMAN ENGINEERING LTD OY

Laatukatu 16
 FI-15680 Lahti
 Finland
 Phone +358 20 741 7255
 Fax +358 3 752 2750
 engineering@watman.fi
 www.watman.fi

**Facts & Figures**

Turnover: EUR 2-3 million
 Personnel: 10
 Established: 1995
 Parent Company: Pumppulohja Oy

Specialty Areas

Water treatment, desalination, RO-units, waste water treatment
 Pressure vessels and storage tanks, tube heat exchangers, pumps, water management

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STX Finland Oy has three shipyards in Finland, Turku shipyard, Rauma shipyard and Arctech Helsinki Shipyard Oy, of which STX Finland Oy owns 50%. STX Finland is a part of the Korean-based international industrial group STX Business Group, which has approximately 70,000 employees and aims to be a global top player in its core areas; shipping and trade, shipbuilding and machineries, plant and construction and energy.